

## **1.1 INTRODUCTION**

This report is organized as follows:

- Chapter 1 presents the purpose and need for this project.
- Chapter 2 documents the selection of all transportation alternatives considered, the alternatives considered for closer review, and the Preferred Alternative selection.
- Chapter 3 details the current or existing social, economic and environmental conditions within the study area.
- Chapter 4 describes the conceivable social, economic and environmental effects of the alternatives chosen for detailed study, and, specifically, the impacts of the Preferred Alternative.
- Chapter 5 documents Section 4(f) and Section 6(f) resources.
- Chapter 6 consists of a list of preparers of this document.
- Chapter 7 lists the cooperating agencies on this study as well as the distribution list.
- Chapter 8 details the coordination and public involvement associated with this State Final Environmental Impact Statement (SFEIS).

The purpose and need discussion establishes the nature of the surface transportation-related problems and issues for the study area. This led to the development of transportation improvement alternatives and the means by which they were evaluated, which in turn helped decision-makers select the Preferred Alternative that meets the purpose and need within the US 17 study area.

## **1.2 PROPOSED ACTION**

The North Carolina Department of Transportation proposes to improve US 17 from Deppe Loop Road (SR 1330) / Springhill Road (SR 1439) south of Belgrade in rural Onslow County to the New Bern Bypass at the Jones / Craven County Line south of New Bern. The proposed project is approximately 16 miles long and is roughly located between Jacksonville and New Bern. The existing two-lane facility winds through the Belgrade Community and the Towns of Maysville and Pollocksville. **Figure 1-1** is a map showing the location of the project in relation to the state and the project area.